VFR TERMINAL AREA CHART
DALLAS-FT WORTH
LEGEND

VFR FLYWAY — DALLAS-FT WORTH

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft. or greater

Seaplane Base (SPB)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

Private (Pvt) — Non-public use having emergency or landmark value

Military — Other than hard-surfaced. All military airport are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

Rotating light operational from sunset to sunrise

When rotating beacon or tower lights are not available and field located during normal working hours depicted by use of ticks around basic airport symbol. Consult A/FD for service availability of airports with hard-surfaced runways 1500 ft. or greater.

Rotating light operational from sunset to sunrise

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon

POINT LOMA 302 ▪▪▪ (I-LOM 6.0 mi.)

Other facilities: Commercial Broadcast Stations, FSS (Name), RCO, etc.

AIRPORT DATA

Indicates Flight Service Station on field

Box indicates Special → NAN CT 118.3 ● UNICOM
Info. Area See FAR 91 ATIS 124.9
03 192 122.85
VFR Advsy 125.3
Airport of entry

FSS - Flight Service Station.

CT 118.3 - Control Tower (CT) - primary frequency.

● - Red indicates operation part-time. See Communications for hours of operation.

● - Indicates Common Traffic Advisory Frequencies (CTAF).

ATIS 124.9 - Automatic Terminal Information Service.

UNICOM - Aeronautical Information Service.

VFR Advsy - VFR Advisory Service (Name where ATIS not available and frequency is other than primary CT frequency.

03 - Elevation in feet.

L - Lighting in operation. Sunset to Sunrise.

L - Lighting available on request (part-time lighting, or pilot-controlled lighting).

92 - Length of longest runway in hundreds of feet. Usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length.

NOTAM - Non-Federal Control Tower.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

122.1R 122.6 123.6

CHARLIE 367 118.8 CHA — CHICAGO CHI

Undershot indicates no voice on this freq.

Square indicates HIWAS, RCO or HIWAS available at this NAVAID.

R - receive only.

122.1R — MIAMI

1 - transmit only.

Heavy line indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and on all published above boxes. All other freqs are shown.

No Airport Advisory Service. Use FSS freq 123.6.

In Canada all available FSS frequencies are shown.

Frequencies above thin line are assigned to the tower. Frequencies below thin line are assigned to ground control. Frequencies assigned to aircraft are listed in Airport/Facility Directory and Alaska Supplement.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

Only the controlled and uncontrolled airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

180° → ▼3

Low Altitude Federal Airway

TA - Terminal Area

Class B airspace (formerly terminal control area) shown by solid boundary line and color tinted in blue and magenta.

Floor 700 feet above surface

Floor 1200 feet above surface

2000 / 2000 MSL — Floor 2000 feet MSL

Class C airspace (formerly terminal radar service area)

Class D Airspace

Class E Airspace

TCA - Terminal Control Area

Class B - See F.A.R. 91.24 (b)

Airport Radar Service Area

CRSA - Terminal Radar Service Area

MTR - Military Training Route

+11292

OBSTRUCTIONS

(Elevation in feet above MSL)

Obstruction with vertical lighting

Obstruction with high intensity lighting

Elevation of the top of obstruction or highest elevation of an obstruction group when more than one obstruction is involved. Unless otherwise indicated, the reported position and elevation is unverified.

2049

CAUTION: Guy wires may extend outward from structure.

MISCELLANEOUS

Magnetic Line (1985) VALUE

1°E

Glider

Hanggliding

Ultralight Activity

Flashing Light

Rotating Beacon

TOPOGRAPHICAL INFORMATION

Roads

Road Markers

Railroad

Bridge And Viaduct

Transmission Lines

Lattice Tower

Aerial Cable

Control Tower

CG Coast Guard Station

Race Track

Tank water or gas

Windmill

Mines And Quarries

Mountain Pass

Elevation of Pass

Outdoor Theater

Rocks

Perennial Lake

Dams

Special Airport Traffic Areas

Special Air Traffic Rules (see F.A.R. 93 for details)

NAME (Red, Blue or Black) Airport Name Point

VFR TERMINAL AREA CHART
DALLAS-FT WORTH
SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 32° and 33°

Topographic data corrected to April 1989

33 40TH EDITION July 27, 1989
Includes airspace amendments effective July 27, 1989 and all other aeronautical data received by June 1, 1989
Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.
This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for JANUARY 11, 1990

DALLAS-FT WORTH
TERMINAL CONTROL AREA

See back of this chart for ground-to-air communications for the Dallas-Ft Worth Terminal Control Area (TCA).

80/20 — Ceiling of TCA in hundreds of feet MSL / Floor of TCA in hundreds of feet MSL

AIRCRAFT RADAR SERVICE AREA ALTITUDES

1 — Ceiling of ARSA is to but not incl. Floor of TCA

20 — Floor of ARSA in hundreds of feet MSL

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE

CONTROL TOWER FREQUENCIES ON DALLAS-FT WORTH TERMINAL AREA CHART

Airports which have control towers are indicated on this chart by the letters CT (followed by the primary VHF tower control frequency). Selected transmitting frequencies for each control tower are tabulated in the following manner: the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF ground control frequency. When other frequencies are available, an asterisk (*) follows the part-time tower frequency denoted in the tabulated A/G/R/F for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Radio call names in parentheses are for tower name.

Automatic Terminal Information Service (ATIS) frequencies, shown in the face of the chart are normally primary frequencies. All ATIS frequencies available are tabulated below.

ASR and/or PAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR PAR
ADDISON		0600-2200	121.6	118.9 255.0	ASR
CARSWELL AFB		CONTINUOUS	275.9	126.2 336.4	ASR PAR
NAS DALLAS (GRIGSBY FLD)	NAVY DALLAS	0700-2300		340.2	
DALLAS-FT WORTH INTL	REGIONAL	CONTINUOUS	ARR 119.2 DEP 135.5	124.7* 128.55 134.9	
DALLAS-LOVE	LOVE	CONTINUOUS	120.15	118.7 269.2	ASR
FORT WORTH MEACHAM	MEACHAM	0600-2400	120.7	118.3 257.8	
REDBIRD		0700-2200	126.35	120.5 257.8	

TCA, ARSA, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

DALLAS-LOVE AREA — 123.3 372.1 (NAV) 270 / 124.25* 134.2 340.2 (AIR)

CARSWELL AFB RADAR — 255.5 (R) 118.1 (N) 309.8 379.9

MILITARY TRAINING ROUTES (MTR):

All IR and VR MTR are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted. Route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 8 months, you are cautioned and advised to contact the nearest FSS for route dimension and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP-1B Military Training Route North and South America for current routes.

C 55-416/11:

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National Oceanic and Atmospheric Administration
National Ocean Service

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts as they may be readily identified

Example • POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature

CONVERSION OF ELEVATIONS

FEET 0 2 4 6 8 10 12 14 16 18 20 22 24 26 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8

CAUTION. This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all structures, wires/guy and power transmission line, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd, Rockville, MD 20852 or call toll-free 800-638-3677.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown are approximately two hundred (200) feet above the highest known obstacle and are expressed in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and associated man-made structures.

Example: 2,500 feet 25

DALLAS-FT WORTH

DALLAS-FT WORTH

CHARTED VFR FLYWAY PLANNING CHART

SCALE 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

PUBLIC USE AIRPORTS
Paved Runways

DALLAS LOVE

NAVIGATIONAL AIDS

VORTAC — DFW 117.0
VOR/DME — LUE 114.3
Non-Directional Radio Beacon — RBD 287

CONTROL ZONES

OBSTRUCTIONS

873

TERMINAL CONTROL AREA (TCA)
TCA BOUNDARY
80 — CEILING IN HUNDREDS OF FEET MSL
50 — FLOOR IN HUNDREDS OF FEET MSL
MODE C (SEE F.A.R. 91.24 AIM)

AIRPORT RADAR SERVICE AREA (ARSA)
ARSA BOUNDARY

SUGGESTED VFR FLYWAY AND ALTITUDE

2500 & BELOW

IFR ARRIVAL AND IFR DEPARTURE ROUTES

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE DALLAS-FT WORTH AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED TCA/ARSA. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE TCA/ARSA BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIPE AREA SURROUNDING DALLAS-FT WORTH IS HEAVILY CONGESTED WITH MANY TYPES OF AIRCRAFT. THE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER AIRCRAFT. THEY ARE AREAS BELIEVED TO BE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VISUAL FLIGHT RULES MUST BE EXERCISED AT ALL TIMES.

DALLAS-FT. WORTH TERMINAL CONTROL AREA (TCA)

OPERATING RULES AND PILOT EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC clearance is required prior to operating within a TCA. Pilots should not request authorization to operate within a TCA unless the requirements of FAR 91.24 and FAR 91.90 are met. Included among these requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area.
2. No person may take off or land a civil aircraft at the Dallas-Ft. Worth International Airport unless the pilot in command holds at least a private pilot certificate.
3. No person may takeoff or land a civil aircraft at an airport within a TCA or operate a civil aircraft within a TCA or an airport area unless:
   (a) The pilot in command holds at least a private pilot certificate, or
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95. However:
4. Unless otherwise authorized by ATC, each person operating a large turbine engine powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the TCA.
5. An operable VOR or TACAN receiver, except for helicopters until 7 1 84.
6. A 4096 code transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement. However, request for a deviation from the 4096 transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

GENERAL: Aircraft operating within the Dallas-Ft. Worth TCA must be operated in accordance with ATC clearances and instructions.

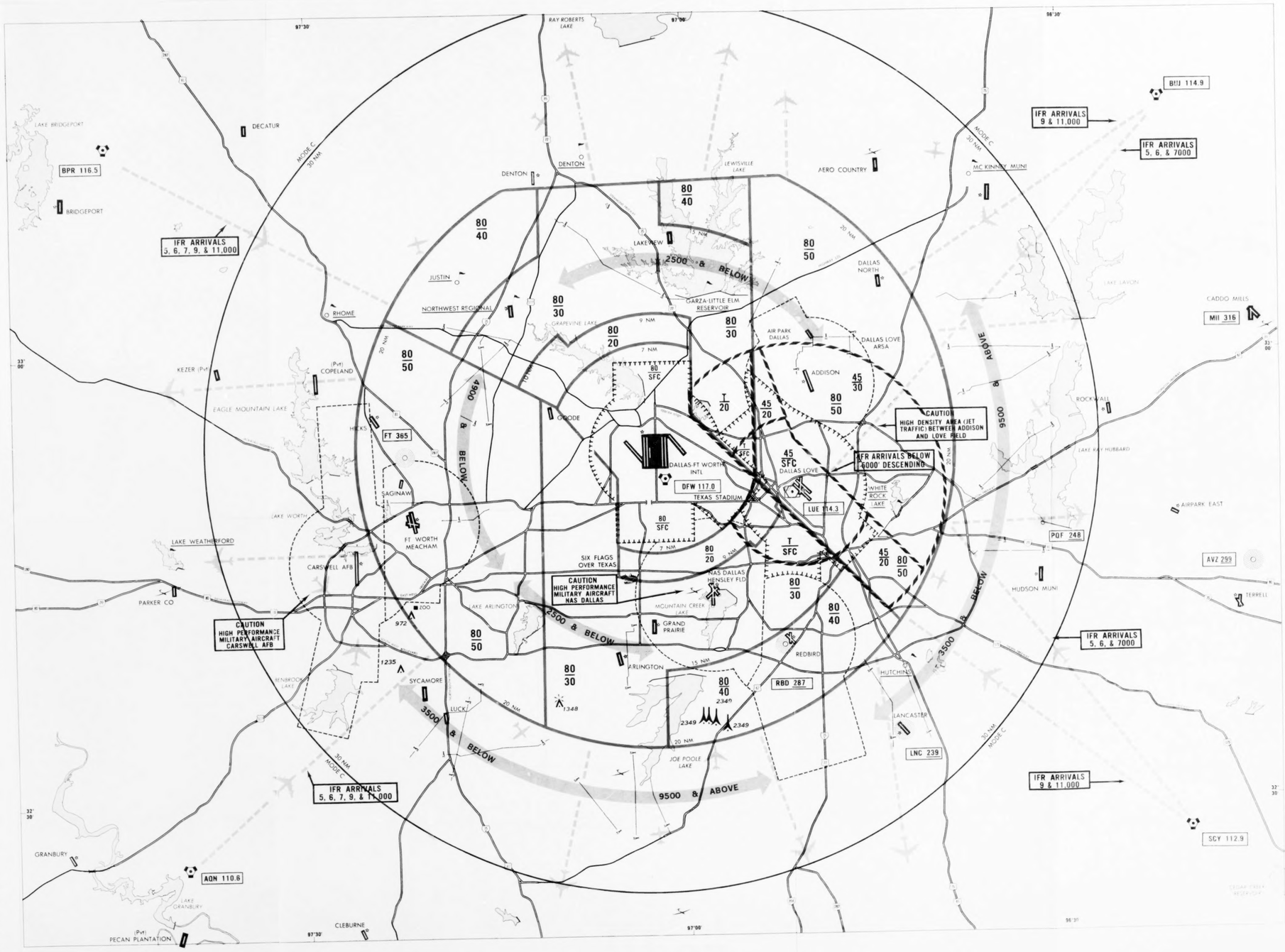
VFR Flights:

1. Arriving aircraft or aircraft desiring to transit the TCA should contact Regional Approach Control on the frequency depicted. Pilots on initial contact should state their position, in relation to geographical fixes shown on the chart, direction of flight and destination.
2. Aircraft departing the primary airport are requested to advise the Regional Clearance Delivery position of the intended route of flight and altitude. Aircraft departing from other than Dallas-Ft. Worth International Airport whose route of flight would penetrate the TCA should give this information to ATC on appropriate frequencies.
3. Aircraft desiring to transit the TCA may obtain an ATC clearance to transit the TCA when traffic conditions permit and will be handled on an expedite "first come, first served basis". Notwithstanding this, VFR flights operating traffic is encouraged to the extent possible to fly beneath, above or around the TCA.

IFR PROCEDURES

IFR flights are controlled as if separated while operating within the TCA, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, appropriate visual and other non-radar procedures will be applied as required or deemed appropriate. Traffic information as observed but unidentified targets will be provided on a workload permitting basis to aircraft operating outside of the TCA.

NOTE: Assignment of radar headings and/or altitudes are based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.



Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ○ OAK GROVE

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.